

TELEGRAMS.

[Reuter.]

The Russian Volunteer Fleet.

LONDON, 17th September.
The Russian Volunteer fleet is resuming the East Asiatic service, leaving Odessa on Wednesday, for Nagasaki and Vladivostok. An enormous quantity of goods is awaiting shipment for Siberia.

Baron Komura's Illness.

M. Komura's illness has taken a favourable turn.

Norway and Sweden.

Later.
It is understood that the delegates of Norway and Sweden have arrived at a compromise, to the great satisfaction and relief of both capitals.

The Naphtha Industry.

The Tsar has ordered the assemblage of a representative conference, presided over by the Minister of Finance, to consider measures to revive the naphtha trade, and also for the concentration of a sufficient number of troops to guarantee order at the oil fields.

Cable Communication.

New York, September 15.—The Philippines are to benefit more and more by the possession of an American cable company's wire at Manila. After a couple of years of effort the necessary permission has been obtained to extend the lines of the Commercial Pacific Cable Company to China and Japan. The landing privileges have been secured and not a day is to be wasted in rushing the work of laying the cables which will mean so much to all the countries connected by them.

The cables will run to Yokohama and Shanghai. Thus residents of the Philippines will be able to cable to Japan and China over an American wire, without the annoyances of the present system. It often takes hours now to communicate what will be done in minutes. The Japanese government has consented, having awaited the termination of the war. It will be recalled that Russia strenuously opposed a line from Manila or other island point to China when that plan was proposed at the outbreak of hostilities.

The success of this effort may be attributed to Clarence Mackay, the son of the late John W. Mackay who, with James Gordon Bennett, built the Commercial Pacific Company's lines, and who is now the president and head of the corporation. It was the late Mr. Mackay's dearest wish to have his lines run to Manila, and now his son is pushing on in this same direction.—Cablenews.

SHIPPING JETAM.

In March last the pearling vessel *Nikko*, ketch-rigged, with complete diving apparatus (Heineke pump), is alleged to have been stolen from British New Guinea by the Japanese crew on board, and it is reported, was headed for the Dutch East Indies, the Philippines, Straits Settlements, or Japan. Commanders of steamers seeing or hearing of this vessel will confer a favour by communicating with Messrs. Bowden Brothers & Co., Ltd., either at Kobe or Thursday Island.

The *Nagasaki Press* of the 10th inst. reports the loss of another steamer from striking a drifting mine. It says:—The Japanese steamer *Sanchin Maru*, owned by Mr. T. Hashimoto of Nagasaki, while on a trip from Newchwang to Dalgay, came into contact with a floating mine off Port Arthur on Tuesday morning and sank immediately. The first engineer and steward were missing, but the remainder of the crew were rescued by the *Kwanan Maru* which happened to be passing at the time.

The steamer *Eridin*, formerly a Messageries Maritimes liner, arrived at Shanghai on 11th inst., from Saigon, having been purchased by a local firm. She reports having experienced very heavy weather south of Hongkong, and officers and crew had an unpleasant voyage, as the vessel is forty years old and still has her original boilers and machinery, and her hull has been patched time after time. Between Saigon and Hongkong the crew were at work at the pumps night and day and she arrived at the latter port from the steam from only one boiler. From Hongkong to Shanghai the weather was fine.

The steamship *Sulus* left Kuchinotsu on the 27th ult. for Singapore. When she arrived off the Goto Islands, says the *Nagasaki Press*, the captain discovered that some Japanese women were stowed away in the bottom of the hold. An investigation proved that there were no less than 49 women on board, enticed there by two Japanese and a Chinese, the latter a member of the ship's crew. The captain immediately returned to Kuchinotsu and reported the affair to the police. The men were arrested and charged with a violation of the Emigration Laws, and the women were handed over to their relatives. It is reported that the police inspected the steamer prior to her departure without discovering the women.

"RICKMERS" AFFIRE.

The *Japan Gazette* states that a fire which threatened at one time to be very disastrous was got under control on board the German barque *Rickmers Rickmers*, 1,829 tons, on 9th inst. at Yokohama. The fire, which originated in the forepeak, where a considerable quantity of paints, oils, etc., happened to be stowed, was first noticed between eight and nine a.m. Captain Schuregiann immediately issued orders for all entrances to that part of the ship to be closed with the object of confining the outbreak to the forepeak until the arrival of the fire pumps. The Yokohama Dock Company promptly sent their large tug and pumps, and, with the assistance of the Harbour Master, the Water Police and Mr. T. M. Laffin, besides Captain Schuregiann and his crew, the fire was finally got under control. The ship has several thousand cases of kerosene still on board and but for the prompt action of the captain its total loss would have been probable. The origin of the fire is at present unknown and no examination has yet been made, as the forepeak is still full of water.

HONGKONG JUDGE'S INDUSTRY.

MR. JUSTICE WICK WORKS ON SUNDAYS.
An interesting case in which a bakery was concerned came before the Painsé Judge, Mr. A. G. Wick in Summary Jurisdiction to-day. Wing Chung Lee sued Tan King Tsung and another, the alleged partners in the firm of Chan Wo bakers, formerly at 3 Peel Street, in the sum of \$711.50, being the balance due by the bakery to the plaintiffs on account. The plaintiffs claimed in the alternative that the defendants were due the same sum as the balance of the price of goods which had been bargained for and sold by the plaintiffs to the bakery.

Mr. R. Harding, of Ewens, Haiston and Harding, appeared for the plaintiff; Mr. Dixon of Mr. John Hastin, s represented the defendants.
Mr. Dixon asked for a postponement of the trial on the ground that he had only received particulars of the case on Friday last. As to the alternative claim of goods sold and delivered, no goods had ever been delivered. It was a pure gambling transaction.

Mr. Harding said the alternative claim was that the goods had been bargained for and sold.

His Lordship.—What is your reason for desiring a postponement?

Mr. Dixon.—I only received the particulars on Friday.

His Lordship.—And this is Tuesday.

Mr. Dixon.—Well, my Lord, Saturday afternoon is a holiday, and then there is Sunday in between.

His Lordship.—What about that? I work on Sunday. I read all my criminal cases on Sunday. It is true they weren't long, but I read them on Sunday.

Mr. Dixon pleaded that his clients had not had time to go over the accounts.

His Lordship.—The case must go on. You've had heaps of time. We're getting very close to the vacation now—I mean the so-called vacation.

The manager of the plaintiff firm gave evidence. In cross-examination he was asked: Is not your firm engaged in speculative gambling transactions on the price of flour?—My business is one of the biggest in Hongkong. We don't gamble.

Aren't the amounts charged due in respect of differences in the price of flour?—Some of them.

You are dealing in gambling in flour?—They bought flour from them?—I don't remember. I used to get my flour direct from Portland.

The witness was called upon to produce his books. He spread out on the table a bundle wrapped in a gorgeous Joseph's-coat coloured handkerchief.

His Lordship.—Put away that thing. Put it in your pocket.

The witness looked aggrieved and did not obey the mandate of the Court. The bandana remained in all its glory on the witness-stand.

THE S.S. "ANDROMEDA"

MORE TROUBLE ABOARD.

It will be remembered by our readers that last week twelve of the crew of the s.s. *Andromeda* were sent to goal by the Marine Magistrate for disobeying the lawful orders of the captain, they at the time telling some remarkable tales of ill-treatment on board by the captain and officers. In corroboration of this they called the cabin boy, who testified on their behalf, and described the treatment meted out to himself, on account of which the Marine Magistrate advised him to go to the Sailors' Home and stay there while arrangements were made for his discharge. The captain refused to give him his discharge and he had to go back on board. This morning the cabin boy, a consumptive looking youth, was charged by Mr. Albert Sneath, Chief officer of the *Andromeda*, with disobedience of his lawful commands in Victoria Harbour on the 18th inst. Prosecutor said defendant asked leave to go ashore, and was told he could not do so, and later, seeing defendant going down the gangway he ordered him to come back, and as he did not do so witness went and brought him back.—For the defence it was stated that defendant had sore feet and went to the hospital for treatment, but as no one concerned would provide the necessary expenses he had to go back. He went on board and afterwards wanted to see the shipping master upon the subject of getting his discharge, and when he asked leave he was refused him. He was then going down the gangway to get ashore when the chief officer forced him back on board.—He was sent to imprisonment for seven days, but without hard labour, on account of the condition of his feet, and warned to go back on board on the expiration of his sentence.

THE "SEADLER"

OFF THE ROCKS.

The German cruiser *Seadler*, which ran ashore off Tree Island on Friday evening, has been got off the rocks by her own steam, says the *Singapore Free Press* of the 11th inst. The *Marudu*, a North German Lloyd boat, went out on Saturday evening with the object of rendering the cruiser assistance, but when she arrived at the scene of the mishap the warship was not in need of her aid, and on Sunday morning had anchored at Passir Pan-jang. The Commander, Capt. Pottfacker, sent his own divers down to ascertain the extent of the damage to the *Seadler* and whether it would be necessary to dock her.

The *Seadler* was not making any water, but it was thought that her plates might have been knocked about. This class of third class cruisers is wood sheathed and copper fastened outside, which has the effect both of deterring barnacles from growing on the ship's side, and also of acting as a sort of buffer, so that it was probable the hull had not been affected by the grounding of the ship.

The *Seadler's* captain, from the report of the divers, found that the warship had not sustained serious damage and that it was not necessary to do what he had feared would be extremely likely—go into Keppel Harbour. So at 9.30 this morning the *Seadler* steamed for Colombo, en route for her destination—German East Africa. It seems that no pilot was on board when the cruiser went ashore at 7.30 p.m. The Commander's report was as follows: The *Seadler* ran ashore with strong current from the starboard side at Tree Island at 7.30 p.m. on Sept. 8 and was got off by her own steam.

A NOTABLE HISTORY OF CHINA.

MR. ARCHIBALD LITTLE'S LATEST BOOK.

The daily newspaper, with its corps of news agencies having representatives all over the world, war correspondents, special writers and impressionist sketchers, has to a very great extent ousted the modern historian from his particular field. Within the last thirty years—we will go back to the days of the Franco-German war—the methods of the newspapers at home and abroad have revolutionised the art of writing history. The old leisurely way of gathering up the threads, calmly dissecting cause and effect, and finally pronouncing a well-digested opinion has been crushed on the head by the ready-writer. Freeman's *History of the Crimean War* came out long after the war itself, yet it was hailed as a volume of absorbing interest by the general mass of the people, by all those, in fact, who did not read the *Times*. Innumerable volumes have appeared since the Boer War, ineluctable impressions were rushed through the press long before the war was half begun; but who buys a copy of, say, the latest standard history of that conflict? None, we would suggest, except those who were directly interested in the war, its causes and the results which have flowed from the establishment of British sovereignty over the Transvaal and Orange Free State; and they will limit themselves to the conclusions drawn by the *Times* publication. Who buys Stevens's *With Kitchener to Khartoum* to-day? The fact is that what would once have been standard history, if not standard literature, has now fallen to the level of ephemeral broad sheets. If people have to keep abreast of the times, they read the newspaper daily, scan the telegrams, glance through the editorial comment and give a cursory look at the local and general news. Whatever is two years old is ancient history. The chief incidents in the Russo-Japanese war are well-nigh forgotten; they are misty at all events. And the best illustration of how rapidly time flies is to be found in Mr. Archibald Little's publication—*The Far East*, in "The Regions of the World" series. It is a bulky volume, crammed as an egg is full of meat, and whilst it just fails to be quite up-to-date. Here and there the Russo-Japanese war, which has changed the face of the Far East, is referred to, as the Titanic struggle, the great conflict and so forth, but Korea is still under Russia; Port Arthur and Dalgay, so far as we can read, are still mighty fortresses, and Manchuria is still a Russian protectorate. Such is the whittling of time. Yet Mr. Little's book *The Far East*, is a very important contribution to the literature on the subject of the Far East. Not a word has been wasted; there is not a superfluous sentence in the book; it is a marvellous example of facts succinctly set forth. The author has realised his intention of keeping out all extraneous matter to such purpose that he has left himself little scope for style, though his literary ability peeps out in spite of himself in every page. *The Far East* in fact is a mass of historical facts concerning the Far East so arranged, and handled that he who runs may read; the traveller as well as the student will alike find their needs supplied.

Mr. Little has squeezed into a space of 217 pages the history of an Empire which is bigger than Europe, and has suffered as many vicissitudes as the Western world. Consequently we are set to work on the very bones of history. What is eminently clear is this: Mr. Little is in love with his subject. He glows over it, and beholds the future of the East through purple glasses. When he finds a distressing fact he tells the story fairly, but the reaction is only another form of renaissance, and the future glows as brightly as ever.

From odd sentences which crop up here and there, we find that Mr. Little has an immense, if somewhat grudging admiration for the southern Chinese. In one place he says: "The southerners are of finer Chinese type, and this fact is confirmed in their language of to-day, the so-called Cantonese dialect being undoubtedly a survival of the ancient language of the country." But later on he remarks:—"The inhabitants of Chili are the most robust in China, due largely to the predominance of Tartar blood in their veins, in their height and build contrasting strongly with the smaller, limbed, more effeminate Chinese of the south." But as if to discount any feeling of irritation that might be engendered by the suggestion that the Cantonese are effeminate, Mr. Little says (page 140): "The Cantonese are distinguished as the ablest and most enterprising of Chinese merchants, while from this province [Kwangtung] and from neighbouring Fukien proceed the most fearless and industrious of emigrants; 70,000 are recorded as leaving the one port of Swatow annually for the Straits Settlements and beyond." But after all Mr. Little is fond of muscle; he loves the breezy uplands where "strong-limbed" giants are bred, where the natives wear wadded garments all the year round.

Hongkong, we are glad to see, is "one of the most beautiful cities in the world," and favourable comment is made regarding the afforestation scheme. The description of "China proper" taken altogether is admirable. As much is conveyed in his "China proper" in a single sentence as some writers would convey in a book. Mr. Little has drawn upon his great stores of knowledge of China, his observations which are always keen and acute especially when dealing with the north, and his acquaintance with the every-day life of the people.

The history of the dependency of Manchuria will require revision in the next edition; the late war (and it is a satisfactory thing to speak of the war as "late") has changed the conditions which existed when *The Far East* was written. The early history is instructive, but needs no comment. The later history needs elaboration. Mongolia is distinguished for the hardy race it has given to blend with the Chinese proper. Turkestan and Tibet are also dealt with as dependencies. Mr. Little

gives histories of Indo-China and Korea much new matter will be found for adding to the Korean section since this book was written.

Coming to what Mr. Little calls "the Buffer Kingdom: Siam," there is much that is controversial in the extreme in this chapter, and if space permitted it would be worthy of a dissertation of its own. Mr. Little has absolutely no opinion of the Siamese as a force; they are indolent and careless—yet we would point out that they kept France on tenter hooks regarding the French Convention for months, which might at least have been given in their praise as diplomats. The country, as Mr. Little truly says, is to a great extent exploited by the Chinese—but there are few or no pauper Siamese in Siam. Mr. Little sings of the unfailing system of natural irrigation in Siam, which makes rice cheap and plentiful—but if that system were so excellent why is it that for years the Siamese Government have been considering plan after plan to irrigate the district surrounding Bangkok at immense expense? But of all the points that will arouse discussion there is none to be compared with that dealing with the antiquated Kra canal scheme. Mr. Little speaks of the glory of the Menam as a water-carrier and proceeding he says—"When this short cut has been made and the isthmus of Kra pierced, Bangkok may equal Singapore and surpass Rangoon in commercial importance." How would Bangkok benefit by a Kra canal? If any place benefited at all it would surely be Saigon. But the question of constructing a canal or a railway across the isthmus has been argued backwards and forwards till it is now dead; nobody dreams to-day that the isthmus will be "pierced" as the writer puts it. The disadvantages would so vastly exceed the advantages, the dangers to British supremacy would so greatly outweigh the benefits that the idea is preposterous; but it is whipping a dead horse to go on with this subject. "A railway is in course of construction between Bangkok and Korat." We thought that railway had been running for the last three years or more. In one place (page 265) Mr. Little says the Menam "furnishes throughout the year an unhindered highway from Chiengmai to Bangkok, a distance of over 400 miles." On page 270, he writes—"Chiengmai is noteworthy, as being on the main road from the British port of Moulemein to South China and owing to the uncertainty of its water communication with Bangkok, its trade is mainly with Moulemein." The fact is, it is practically impossible to travel either from Bangkok to Chiengmai or vice versa by boat except in the rainy season. Therefore we differ from Mr. Little when he says—"And so the country hardly feels the need of good roads." There is not much to be said about "The Island Empire, Japan" except that its history will also have to be brought up to date in the next edition.

There are a few mistakes in *The Far East* which may be attributed to the printer; although why the port of Newchwang should be spelt "Newchwang" at pages 158, 162 and 163, and "Nieuchwang" at 167 and 168 is beyond our comprehension; however the pleasing variety may meet all tastes. Mr. Little has the modern habit of speaking by analogy to perfection. Shansi is a second Pennsylvania; Chingking is the coming St. Louis (according to Wells Williams); Hankow bids fair to become the Chicago of the East; Kiangsu is the Holland of China, the Yangtze being the Rhine; Shanghai is to the Yangtze what Chatham is to the Thames; Well Williams compares Shanghai to New Orleans, but Mr. Little holds that Shanghai is to China what New York is to the United States; Osaka is the Manchester of Japan; Mukden is (or rather was) a small Peking, and so on. Of course these analogies all help the reader to understand the relative importance of the cities and districts described.

We have endeavoured to point out a few of what to our mind are imperfections, but they are only minor imperfections after all. They really give zest to the Britisher in China. *The Far East* was written by the author in the "intervals of business," but there is no trace of hurry, no scamped work about it. We should have liked to have seen a chapter on the railways in China and another on China's place in the political world, in which Mr. Little's conclusions, which are always of value where Far Eastern subjects are concerned, were given, but we are thoroughly content with this volume as it stands. It represents a monumental toil, a power of compression and of crisp expression owned by few men; and a knowledge of the country which not more than half a dozen of Mr. Little's contemporaries possess. *The Far East* is a worthy addition to "The Regions of the World" series; it is a valuable *vide murem* for the tourist and it is an index, an annotated, learned and full compendium of facts for the student. *The Far East* will be read with interest by all who have lived or are living in China, for it gives a better idea in a shorter space of the history and conditions of the great Middle Kingdom than any similar publication we have seen. Mr. Little is deservedly to be congratulated on this latest addition to his works on China.

The Far East: By Archibald Little: published in "The Regions of the World" series at the Clarendon Press, Oxford—price 7s.

In connection with the disturbance at Amoy it appears that a man by the name of Teng Shukun was the cause of the trouble. The Chamber of Commerce at Amoy consequently made a representation to the Commissioner of Customs there with a request for the removal from office of Teng, thereby avoiding a general strike. The Commissioner, however, refused to accede to this request. The Chamber of Commerce now proposes to wire to the Shanghai in regard to this matter, at the same time telling the people to discontinue making trouble but to await a reply. The station at Ho Shan, a few miles from Amoy, together with all the buildings in its compound, was, on the 1st inst., demolished by the people, in consequence of their resentment against the unjust taxation imposed on them.—S. C. D. Journal.

CORRESPONDENCE.

[We do not necessarily endorse the opinions expressed by Correspondents in this column.]

AN ASTRONOMICAL QUERY.

TO THE EDITOR OF THE "HONGKONG TELEGRAPH."
SIR,—A planet or comet of great magnitude and velocity has been rising lately over the hills at Kowloon about 10 p.m. It travels so rapidly that it is over the Peak within three or four hours. Its brilliance is undeniable. Even when in close contact with the moon its effulgence is unaffected. Can any of your astronomical readers tell me whether it is a planet or a comet? And can any of your astrologists say what it portends?—I am, etc., H. J. J.

Hongkong, 17th September, 1905.

COMMERCIAL.

SHANGHAI FREIGHT.

Writing under date 14th inst., Messrs Wheelock & Co. state.—There is no change to report in our homeward freight market since last writing, and the cessation of hostilities between Japan and Russia has not made any difference as regards the quantity of cargo offering for export.

Coastwise.—Here the signing of peace between Japan and Russia caused quite a flutter of excitement on our tonnage market a week or so ago, which, however, gradually subsided as it became manifest that Japan would not allow any merchant vessels to enter Siberian ports until peace had been ratified, and we are afraid that the few fixtures that were made will not turn out very profitable ventures for those concerned. At present everything is more or less again "in statu quo" pending the ratification of peace, when there is bound to be a rush of ships to the north.

TO-DAY'S EXCHANGE.

Selling.	
London—Bank T.T.	111 1/2
Do. demand	111 7/16
Do. 4 months' sight	111 1/2
France—Bank T.T.	245
America—Bank T.T.	47 1/2
Germany—Bank T.T.	169
India T.T.	145 1/2
Do. demand	145 1/2
Shanghai—Bank T.T.	72
Singapore T.T.	9 1/2 prem.
Japan—Bank T.T.	95 1/2
Java—Bank T.T.	117
Buying.	
4 months' sight L/C	111 1/2
5 months' sight L/C	111 1/2
30 days' sight San Francisco & New York	47 1/2
4 months' sight do.	48 1/2
30 days' sight Sydney and Melbourne	210
4 months' sight France	249 1/2
4 months' sight	251
4 months' sight Germany	204
Bar Silver	289
Bank of England rate	3 1/2
Sovereign	10.30

OPIMUM QUOTATIONS.

To-day's quotations are as follows—	
	Per picul
Malwa New	@ 1,105/1,120
" Old	@ 1,119/1,200
" Older	@ 1,240/1,370
Oldest	@ 1,310/1,350
Per chest	
Patna New	@ 1,010
" Old	@ 1,050
Benares New	@ 985
" Old	@ 1,020
Persian "New"	@ —

Today's Advertisements.

ST. JOHN AMBULANCE ASSOCIATION.

It is proposed shortly to hold Two Courses of I.E.T.U.R.S. FOR LADIES, one in Home Nursing, in connection with the above Association. On passing the examination, which will be held at the end of the first Course, Ladies who already hold the Association's First Aid and Nursing Certificates will be entitled to a Medalion. Ladies who wish to enter for these Courses should send in their names to the Hon. Secretary (Rev. F. T. JOHNSON), at St. John's Cathedral, before September 28th.

Hongkong, 19th September, 1905. [945]

THE HONGKONG FROZEN

FOOD SUPPLY.

ON and after MONDAY, the 18th

September, 1905, the DEPOT in WYNDHAM

STREET (DAIRY FARM DEPOT) will

open at 6.00 A.M. instead of 6.30 A.M.

Hongkong, 19th September, 1905. [49]

A SPECIAL SALE

WILL BE HELD AT THE ITALIAN CONVENT on behalf of the POOR ORPHANS, on the 25th, 26th and 27th instant, Commencing at 2 P.M., of

LADIES' AND CHILDREN'S UNDERCLOTHING, DRESSES, AND OTHER EMBROIDERED ARTICLES.

The Prices of every Article are marked in plain figures. The Superintendents hope to receive and merit a large share of the public patronage, as it has been in the past.

ITALIAN CONVENT, 28, CAINE ROAD, Hongkong, 19th September, 1905. [944]

Intimations.

SPECIAL SALE

AT

ROBINSON'S

OF

PIANOS, PIANOLAS,

MUSIC AND MUSICAL

INSTRUMENTS

OF ALL KINDS

PREVIOUS TO REMOVAL.

The following Pianos are thoroughly sound

and reliable, and are

GUARANTEED FOR THE CLIMATE.

Intending buyers should not miss this most favourable opportunity of securing one of these Great Bargains.

UPRIGHT PIANOS

Make	Sale Price	Former Price
Lunan	\$150	\$475
Cabin Piano	180	250
Hopkinson	290	480
Pleyel	295	525
Own Make (R. P. Co.)	300	450
Schiedmayer	320	500
Kirkman	325	480
Stuart	335	450
Rosenoranz	350	500
Own Make (Over Strung)	385	500
Broadwood	400	600
Spaethe	400	600
Collard	500	700
Haake	525	600
Rachals	575	760
Krauss	585	650
Hopkinson	600	750
Winklemann	675	750
Steinweg	700	850

GRAND (Small & Large) PIANOS.

Collard	\$800 formerly \$650
Broadwood	390 " 700
Collard (as New)	690 " 750
Hongkong, 26th August, 1905	1521



Trade

Mark

TELEPHONE No. 135.

THE FAVOURITE BRANDY OF THE

FRENCH IS

MARTELL'S

* * * \$25.00 per Case of one Dozen

* * * 28.00 " " "

V.S.O.P. ... 49.00 " " "

V.V.S.O.P. ... 99.00 " " "

Even their cheapest quality is recommended by the Medical Faculty for Invalids and delicate people.

BUY THE GENUINE

"TANSAN"

BOTTLED BY

THE

OLIFFORD-WILKINSON TANSAN

MINERAL WATER CO., LD.

KOBE—JAPAN.

Per Case of 48 Half-bottles \$6.50

Shipping—Steamer.

FOR SINGAPORE, PENANG AND
CALCUTTA

NAVIGATION CO., LD.

[illegible]

were the bluff of the port bow of the cruise
and the starboard side of the mail steamer,
contended for by Appellants, and not, as so

Intimation.

WM. POWELL,
LIMITED.

"ALEXANDRA
BUILDINGS"
Des Vaux Road.

**NEW
DRESS
FABRICS**
for
AUTUMN WEAR.

**HIGH GRADE
FOOTWEAR.**

**DAINTY
LACE
COLLARS,
SCARVES**
and
JABOTS.

**HIGH CLASS
MILLINERY**

At
Moderate Prices.

**FIRST-CLASS
DRESS-
MAKING**

By
Experienced Fitters
from
LONDON & PARIS.

Wm. POWELL, Ltd.,

HONGKONG.
Hongkong, 13th September, 1905.

Notice of Firm.

**INTERNATIONAL BANKING
CORPORATION.**

I HAVE this day handed over charge of this Branch to Mr. H. PINCKNEY.
CHARLES R. SCOTT.
Hongkong, 18th September, 1905. [94]

Auctions.

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by
PUBLIC AUCTION,
FOR ACCOUNT OF THE CONCERNED,
on
THURSDAY,
the 21st September, 1905, at 5 P.M., opposite the City Hall,
The well-known Pony
"BLACK CHERRY"
(late "HIGHLAND CHIEF"),
13 hds. 2 in.—Quiet, with good mouth.
TERMS:—As usual.

HUGHES & HUGH,
Auctioneers.
Hongkong, 18th September, 1905. [912]

GOVERNMENT NOTIFICATION.

PARTICULARS AND CONDITIONS of the letting by Public Auction Sale, to be held on **MONDAY**, the 25th day of September, 1905, at 3 P.M., at the Office of the Public Works Department, by Order of His Excellency the Governor, of One Lot of **CROWN LAND** south of Tai Hang Inland (of No. 162 at Tai Hang Village, in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the KING, for one further term of 75 years.

PARTICULARS OF THE LOT.

No. of Lots	Registry No.	Locality	Boundary Measurements	Area in Square Feet	Annual Rent	Upset Price
1	162	Tai Hang Inland	100' x 100' x 100' x 100'	10,000	50	4,350

Hongkong, 16th September, 1905. [935]

Dentistry.

Dr. M. H. CHAUN,
THE LATEST METHOD
of the

AMERICAN SYSTEM OF DENTISTRY,
37, DES VAUX ROAD CENTRAL.
From the University of Pennsylvania, U.S.A.
Hongkong, 22nd July, 1905. [67]

TSIN TING.

LATEST METHODS OF DENTISTRY.

STUDIO AT NO. 14, D'AGUIAR STREET.

REASONABLE FEES.

Consultation Free.
Hongkong, 10th July, 1905. [166]

Intimations.

MUSIC LESSONS.

LESSONS in VIOLIN, GUITAR, MAN-
DOLINE, and in MUSIC, by a Teacher
of Experience.

For terms, apply to—
"E."

Q/o Hongkong Telegraph.
Hongkong, 12th September, 1905. [921]

BAY VIEW HOUSE,
MACAO.

SITUATED at the most Charming Part
of Macao's Famous Beach, has just
been opened for the public and for the
benefit of HONGKONG VISITORS, who travel
to this Delightful Resort.

BATHING PARTIES, and indeed every
Holiday Seeker on pleasure bent, will find
all their wants supplied at **BAY VIEW
HOUSE.**

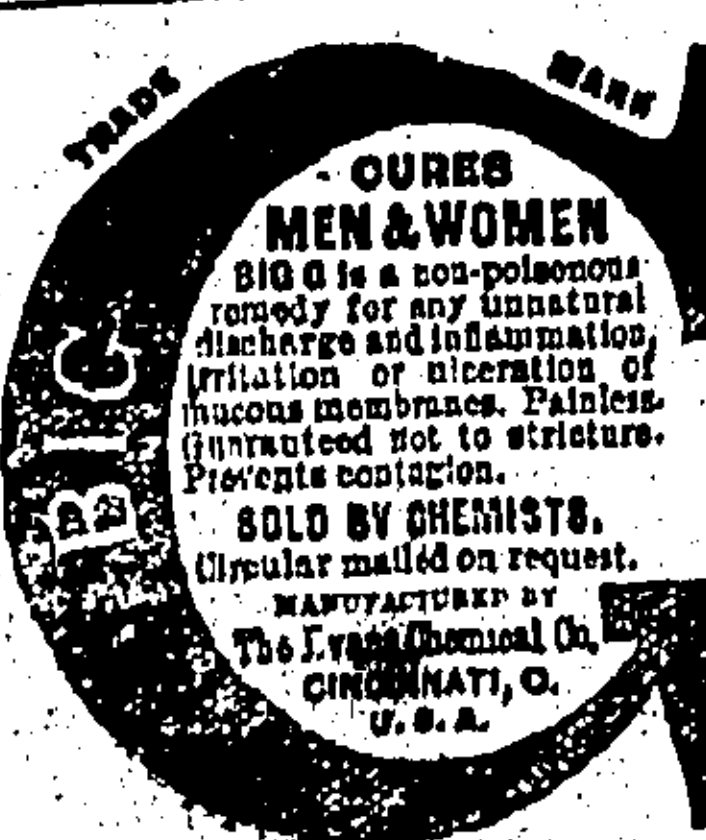
MORNING TEAS, BREAKFASTS,
TIFFINS, AFTERNOON TEAS, and
DINNERS can be supplied to any number
at the shortest notice, and at the most
reasonable prices.

On **SUNDAYS** Meals served *a la carte*
from 11 A.M. to 9 P.M.

Only the Finest Brands of **WINES** and
LIQUEURS will be kept in stock.
LIGHT REFRESHMENTS of every
description, including Ices, may be had at
the lowest prices.

After one trial of the fancy fare at **BAY
VIEW HOUSE**, you will be loth to return
to Hongkong.

TELEGRAPHIC ADDRESS:
"BAYVIEW, MACAO."
Macao, 7th June, 1905. [641]



THE TREATY OF PEACE.

FULL DETAILS.

FROM THE "JAPAN CHRONICLE."

[BY ARRANGEMENT BETWEEN THE
"JUI" AND "CHRONICLE"]

London, 5th September.

The *Matin* (Paris) states that the following
is the text of the Treaty of Peace, which con-
sists of fifteen articles:—

1.—The Article provides for the re-establish-
ment of peace and friendship between Japan
and Russia and between the subjects of the
two Powers.

2.—Russia recognises Japan's preponder-
ating interests in Korea from a political, mili-
tary, or economic point of view, and will not
oppose such measures of guidance, protection,
or control as Japan may consider it necessary
to take in the peninsula upon agreement with
the Korean Government. Russian enterprises
shall enjoy the same status in Korea as those
of other countries.

3.—There shall be a simultaneous evacuation
of Manchuria by Russian and Japanese troops.
All the rights that have been acquired by
private persons and companies, however, shall
be preserved intact.

4.—The Russian rights regarding the lease
over Port Arthur, Dalay, and the adjacent
territories and waters shall pass entirely to
Japan, which guarantees that the property and
rights of Russian subjects in those territories
shall be safeguarded and respected.

4.—Japan and Russia make a reciprocal
pledge to put no obstacle in the way of such
generous measures for the granting of equal
treatment to all nations as China may take for
the development of Manchurian commerce.

6.—The Manchurian Railway shall be di-
vided between Russia and Japan at Kuang-
ché (150 Station (Changchun)). Both the
Russian and Japanese sections shall be em-
ployed solely for commercial purposes. Russia
preserving as regards her section all the rights
acquired by her Conventions with China for
railway construction. On the other hand,
Japan acquires the coal-mines which supply
her section of the line. The high contracting
parties are free to undertake whatever works
they choose on lands belonging to the railway.

7.—The high contracting parties undertake
to establish a railway junction uniting their
respective sections at Kuang-ché.

8.—The respective railway traffic shall be ex-
ploited with a view to ensuring unhindered
traffic and passage between the two sections.

9.—Russia cedes the southern half of Sagha-
lien as far north as the 50th parallel of North
latitude; and grants Japan free navigation in
La Pérouse Straits ("Oya Straits") and the
Straits of Tartary.

10.—This Article defines the status of Rus-
sian subjects in Southern Saghalien, where
Russian settlers shall be free to remain without
changing their nationality. Japan, however,
may compel Russian convicts to quit the ter-
ritory.

11.—Russia undertakes to negotiate an
agreement concerning the grant of fishing
rights to Japan in Russian territorial waters,
in the Japan Sea, and in the Okhotsk or Bering
Seas.

12.—The high contracting parties agree to
renew the Treaty of Commerce existing be-
tween them before the war, each party again
enjoying the benefit of the most-favoured-
nation clause.

13.—The prisoners of war shall be exchanged.
Each party shall refund the actual cost of
maintenance, in respect of which accounts
must be furnished.

14.—It is provided that the Treaty shall be
drafted in two languages; the French text be-
ing authoritative for Russia and the English
text for Japan.

15.—The ratifications of the Treaty are to be
countersigned by both Sovereigns within 50
days after signature of the protocol. The
French Minister at Tokio and the American
Minister at St. Petersburg shall announce the
ratifications made by the respective parties.—
N. C. D. News.

YACHTING A COSTLY LUXURY.

A. F. Aldridge, in an article recently published
in *Pearson's Magazine*, estimated that more
than \$3,000,000 is invested in yachts, \$6,000,000
in clubhouses and club property, and that over
\$8,000,000 is spent every year for pleasure in
yachting. There are now 390 clubs devoted to
yachting in the United States. A careful ex-
amination of the records of yachts shows that
there are 512 steam yachts, 199 auxiliaries, 205
schooners, 1,432 sloops and cutters, 226 yawls,
146 catboats and 308 launches with gas elec-
tric or naphtha motors, making a total of 3,118
yachts. No record is kept of sailing craft that
are less than twenty-five feet long on the deck,
and there is no list of launches that are less
than twenty-five feet long. Of these, it was
estimated by a prominent builder recently, there
are more than 10,000 in the waters of this coun-
try. It is of the recorded boats only that esti-
mates are given in this article. There are 512
steamers. Of these, 337 are built of wood, 23
are of composite construction—that is, metal
and wood—and 129 are built entirely
of steel. These steel vessels are worth \$77,
394,000. All modern boats are built of
steel, and the seven that are over 300
feet in length are among the handsomest
in the world. The twenty-five vessels of com-
posite build are worth \$69,000, and the wood-
en boats are worth \$7,000,000. This makes a
total for the steam yachts owned by American
yachtsmen of \$25,394,000. Figuring closely,
and taking into consideration the sizes of the
boats, it would take 250 men to handle the
steamers and auxiliaries, 157 for the schoo-
ners, 420 for the yawls, 1215 for the sloops and
600 for the power boats, making a total of 3002
men. The pay of an ordinary sailor is \$30 a
month. Many owners add to this \$5 a month
for good conduct. Quartermasters get a little
more than sailors, making \$50 to \$100 a month;
assistant engineers the same as mates, and
captains and engineers from \$75 a month to
\$350 a year. The average pay roll for these
3,000 men might be put up at \$40 a month each;
this would mean \$360,000 a month, or \$1,800,
000 for the five months. Cost of food for the
five months is placed at \$665,000, while expen-
diture for clothing is set down at \$135,000.
Overhauling and fitting out is estimated to cost
\$1,500,000, and entertaining is said to call for
\$2,500,000. Annual dues are reckoned at \$750,
000, while the expenditures of members in
their clubs amount to another \$750,000.

Intimations.

MOTHERS SHOULD KNOW.

The troubles with multitudes of girls is a
want of proper nourishment and enough of it.
Now-a-days they call this "condition by the
learned name of Anemia. But words change
no facts. There are thousands of girls of this
kind anywhere between childhood and young
ladyhood. Disease finds most of its victims
among them. They are too weak and frail to
resist. Some of them are passing through the
mysterious changes which lead up to maturity
and need especial watchfulness and care. Alas,
how many break down at this critical period!
The story of such losses is the saddest in the
history of home. The proper treatment might
have saved most of these household treasures,
if the mothers had only known of—
WAMPOLE'S PREPARATION
and given it to their daughters, they would have
grown to be strong and healthy women. It is
palatable as honey and contains all the nutritive
and curative properties of Pure Cod Liver Oil,
extracted by us from fresh cod livers, combined
with the Compound Syrup of Hypophosphites
and the Extracts of Malt and Wild Cherry. In
building up pale, puny, emaciated children,
particularly those troubled with Anemia,
Scrofula, Rickets, and Bone and Blood diseases,
nothing equals it; its tonic qualities are of the
highest order. A Medical Institution says:
"We have used your preparation in treating
children for coughs, colds and inflammation;
its application has never failed us in any case,
even the most aggravated bordering on
consumption. The children like it, and it builds
up their bodies; many little children owe their
lives to it." The more it is used the less will
be the ravages of disease from infancy to old
age. It is both a food and a medicine,—
modern, scientific, and effective from the first
dose. It never deceives or disappoints, and is
the medicinal triumph of our time. "There is
no doubt about it." Sold by chemists.

TUBORG BEER.

A FIRST CLASS PILSENER BEER
guaranteed free from Salicylic Acid
and any other Chemicals.
Price \$10.50 per case of 48 bottles (quarts)
or 6 doz. pints.
Special Prices for Quantities.
Sole Agents,
SIEMSEN & CO.
Hongkong, 10th September, 1905. [17]

Consignees.

"SHIRE" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

FROM LONDON AND STRAITS.

THE Steamship

"FLINTSHIRE"

Captain G. C. Cundy, having arrived from the
above port, Consignees of Cargo are hereby
informed that their Goods are being landed at
their risk into the Godowns of the Hongkong
and Kowloon Wharf and Godown Company,
Limited, at Kowloon and stored at Consignees'
risk and expense.

No Claims will be admitted after the Goods
have left the Godowns, and all Goods remaining
undelivered after the 24th inst. will be sub-
ject to rent.

All broken, chafed and damaged Goods are
to be left in the Godowns, where they will be
examined on the 24th inst., at 3 P.M.

No Fire Insurance has been effected.
Bills of Lading will be countersigned by
SHEWAN, TOMES & Co.,
Agents.
Hongkong, 18th September, 1905. [943]

Consignees.

"SHIRE" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

FROM LONDON AND STRAITS.

THE Steamship

"FLINTSHIRE"

Captain G. C. Cundy, having arrived from the
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Hongkong, 18th September, 1905. [943]

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"SHIRE" LINE OF STEAMERS.

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and Kowloon Wharf and Godown Company,
Limited, at Kowloon and stored at Consignees'
risk and expense.

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undelivered after the 24th inst. will be sub-
ject to rent.

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SHEWAN, TOMES & Co.,
Agents.
Hongkong, 18th September, 1905. [943]

Consignees.

"SHIRE" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

FROM LONDON AND STRAITS.

THE Steamship

"FLINTSHIRE"

Captain G. C. Cundy, having arrived from the
above port, Consignees of Cargo are hereby
informed that their Goods are being landed at
their risk into the Godowns of the Hongkong
and Kowloon Wharf and Godown Company,
Limited, at Kowloon and stored at Consignees'
risk and expense.

No Claims will be admitted after the Goods
have left the Godowns, and all Goods remaining
undelivered after the 24th inst. will be sub-
ject to rent.

All broken, chafed and damaged Goods are
to be left in the Godowns, where they will be
examined on the 24th inst., at 3 P.M.

Consignees.

"BARBER" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

THE STEAMSHIP "WRAY CASTLE,"
FROM NEW YORK.

CONSIGNEES of Cargo are hereby informed
that all Goods are being landed at their
risk into the Godowns of the Hongkong and
Kowloon Wharf and Godown Company, Ltd.,
at Kowloon, whence and/or from the wharves
delivery may be obtained.

No Claims will be admitted after the Goods
have left the Godowns, and all Goods remain-
ing undelivered after the 25th instant will be
subject to rent.

All Claims against the Steamer must be pre-
sented to the Undersigned on or before the
25th instant, or they will not be recognised.

All broken, chafed, and damaged Goods are
to be left in the Godowns, where they will be
examined on the 25th instant at 3 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by
DODWELL & Co., LIMITED,
Agents.
Hongkong, 16th September, 1905. [937]

NOTICE TO CONSIGNEES.

STEAMSHIP "BLACKHEATH,"

FROM SOURABAYA AND PROBO-
LINGGO.

THE above Steamer having arrived, Consig-
nees of Cargo are hereby requested to send
in their Bills of Lading for Countersignature,
and to take immediate delivery of their Goods
from alongside.

Cargo impeding the discharge of the Vessel
will be landed and stored at Consignees' risk
and expense.

No Fire Insurance will be effected by us in
any case whatever.

DODWELL & Co., LIMITED,
Agents.
Hongkong, 15th September, 1905. [932]

Consignees.

BOSTON TOWBOAT COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "LYRA,"

FROM TACOMA, VICTORIA, YOKO-
HAMA, KOBE, MOJI AND MANILA.

THE above Steamer having arrived, Consig-
nees of Cargo are hereby requested to send
in their Bills of Lading for Countersignature,
and to take immediate delivery of their Goods
from alongside.

Cargo impeding the discharge of the Vessel
will be landed and stored at Consignees' risk
and expense.

No Fire Insurance will be effected by us in
any case whatever.

DODWELL & Co., LIMITED,
Agents.
Hongkong, 12th September, 1905. [78]

Consignees.

BOSTON TOWBOAT COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "LYRA,"

FROM TACOMA, VICTORIA, YOKO-
HAMA, KOBE, MOJI AND MANILA.

THE above Steamer having arrived, Consig-
nees of Cargo are hereby requested to send
in their Bills of Lading for Countersignature,
and to take immediate delivery of their Goods
from alongside.

Cargo impeding the discharge of the Vessel
will be landed and stored at Consignees' risk
and expense.

No Fire Insurance will be effected by us in
any case whatever.

DODWELL & Co., LIMITED,
Agents.
Hongkong, 12th September, 1905. [78]

Consignees.

BOSTON TOWBOAT COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "LYRA,"

FROM TACOMA, VICTORIA, YOKO-
HAMA, KOBE, MOJI AND MANILA.

THE above Steamer having arrived, Consig-
nees of Cargo are hereby requested to send
in their Bills of Lading for Countersignature,
and to take immediate delivery of their Goods
from alongside.

Cargo impeding the discharge of the Vessel
will be landed and stored at Consignees' risk
and expense.

No Fire Insurance will be effected by us in
any case whatever.

DODWELL & Co., LIMITED,
Agents.
Hongkong, 12th September, 1905. [78]

Consignees.

BOSTON TOWBOAT COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "LYRA,"

FROM TACOMA, VICTORIA, YOKO-
HAMA, KOBE, MOJI AND MANILA.

THE above Steamer having arrived, Consig-
nees of Cargo are hereby requested to send
in their Bills of Lading for Countersignature,
and to take immediate delivery of their Goods
from alongside.

Cargo impeding the discharge of the Vessel
will be landed and stored at Consignees' risk
and expense.

No Fire Insurance will be effected by us in
any case whatever.

* Flagship of Vice-Admiral Richard, Commander-in-Chief.
† Flagship of Rear-Admiral de Fouque de Jonquières, Second-in-Command.

Mails.



THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

STEAM FOR
STRAITS, CEYLON, AUSTRALIA, INDIA
ADEN, EGYPT, MEDITERRANEAN
PORTS, PLIMOUTH AND
LONDON.

Through Bills of Lading issued for BATAVIA,
PERSIAN GULF, CONTINENTAL, AMERI-
CAN and SOUTH AFRICAN PORTS.)

THE Steamship

"SIMLA,"

Capt. C. D. Goldsmith, R.N.R., carrying His Ma-
jesty's Mails, will be despatched from this for
BOMBAY, on SATURDAY, the 23rd Sept.,
at Noon, taking Passengers and Cargo for the
above Ports in connection with the Company's
S.S. *Himalaya*, 6,883 tons, from Colombo,
Passengers' accommodation in which vessel is
secured before departure from Hongkong.

Silk and Valuable all Cargo for France,
and Tea for London (under arrangement) will
be transhipped at Colombo into the Mail
steamer proceeding direct to Marseilles and
London; other Cargo for London, &c., will be
conveyed from Bombay by the R.M.S. *Arabia*,
due in London on the 4th November.

Parcels will be received at this Office until 4
p.m. the day before sailing. The Contents and
Value of all Packages are required.

For further Particulars, apply to
L. S. LEWIS,
Acting Superintendent.

Hongkong, 9th September, 1905. [2]

MESSAGERIES MARITIMES

FRENCH MAIL STEAMERS.



STEAM FOR SAIGON,

SINGAPORE, BATAVIA,

COLOMBO, INDIA, ADEN,

EGYPT, MARSEILLES,

LONDON, HAVRE, BOR-

DEAUX, MEDITERRANEAN AND BLACK SEA
PORTS.

The S.S. "POLYNESIEN,"

Captain Broc, will be despatched for
MARSEILLES on TUESDAY, the 3rd
October, at 1 P.M.

Passage tickets and through Bills of Lading
issued for above ports.
Cargo also booked for principal places in
Europe.

Next sailings will be as follows:—

S.S. *CALEDONNIEN* 17th October.
S.S. *OCEANIE* 31st October.

G. DE CHAMPEAUX,

Agent.

Hongkong, 19th September, 1905. [7]

NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP COMPANY.

BOSTON TOW-BOAT COMPANY.

Connecting at Tacoma with

NORTHERN PACIFIC RAILWAY

COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR
VICTORIA, B.C. AND TACOMA,
VIA

MOJI, KOBE AND YOKOHAMA.

Steamer. Tons. Captain. Sailing.

Pietader ... 3,753 F.G. Putington At. Oct. 7

Shawmut ... 9,606 E. V. Roberts " Oct. 14

Tremont ... 9,606 T. W. Garlick " Nov. 4

Hyades ... 3,753 Geo. Wright " "

Lyra ... 4,417 G. V. Williams " "

† Cargo only.

Steamer marked (*) have no second-class
passenger accommodation.

CHEAP FARES, EXCELLENT ACCOMMODATION,
ATTENDANCE AND CUISINE, ELECTRIC

LIGHT, DOCTOR AND STEWARDNESS.

The twin-screw s.s. *Shawmut* and *Tremont*

are fitted with very superior accommodation

for first and second class passengers. The

large size of these vessels ensure steadiness

at sea. Electric fan in each room.

Barber's shop and steam-laundry. Cargo

arrived in cold storage.

For further information, apply to

DODWELL & CO., LIMITED,

General Agents.

Queen's Buildings.

Hongkong, 18th September, 1905. [8]

ACHEE & CO.

ESTABLISHED 1859.

FURNITURE,

DEPOT

GENERAL HOUSEHOLD

FOR

REQUISITES.

EASTMAN'S

&c., &c., &c.

KODAKS, FILMS,

AND

ACCESSORIES.

Telephone 256.

AMATEUR WORK RECEIVES PROMPT and CAREFUL ATTENTION.
Hongkong, 18th May, 1905.

To Let.

SHOPS TO LET
IN
QUEEN'S ROAD CENTRAL.

HALF THE PREMISES at present occu-
pied by the ROBINSON PIANO CO.,
possession at an early date; and No. 25, under
HONGKONG HOTEL.

For Particulars, apply to—

W. BREWER & Co.

Hongkong, 12th September, 1905. [921]

TO LET.

NO. 15, KNUSTFORD TERRACE,
KOWLOON.

Apply to—

THE HONGKONG LAND INVEST-

MENT & AGENCY CO., LD.

Hongkong, 5th September, 1905. [900]

TO LET.

A BUILDING at CAUSEWAY BAY, at
present in occupation of the Steam
Laundry Co., Ltd.
No. 1, RIFON TERRACE.
FLATS in MORRISON TERRACE, facing
Polo Ground.
OFFICES in course of erection, CON-
NAUGHT ROAD (near BLAKE PIKE).
GODOWNS: PRAVA EAST.

Apply to—

THE HONGKONG LAND INVEST-

MENT & AGENCY CO., LD.

Hongkong, 19th August, 1905. [69]

TO LET.

NO. 3, MACDONNELL ROAD.

Apply to—

THE HONGKONG LAND INVEST-

MENT & AGENCY CO., LD.

Hongkong, 19th July, 1905. [755]

TO LET.

GODOWN No. 3, NEW PRAVA, Kennedy
Town.

Apply to—

THE HONGKONG LAND INVEST-

MENT & AGENCY CO., LD.

Hongkong, 27th June, 1905. [692]

TO LET.

WITH IMMEDIATE POSSESSION.

"FOREST LODGE," Caine Road.

Apply to—

H. N. MODY.

Hongkong, 4th May, 1905. [527]

TO LET.

No. 15, PRAVA GRANDE, MACAO.

BEAUTIFULLY situated. Six Fine Large
Rooms also Bath Rooms and Fine
Verandah. Spacious Gardens attached.

Apply to—

A. A. DA ROZA,

20, Connaught Road.

Hongkong, 15th September, 1905. [934]

TO LET.

SEMI-DETACHED VILLAS, Two, in
Garden Road, near the Ferry, with Fine
Bright and Airy Rooms. GAS and ELECTRIC
BELLS laid on. Commanding fine view of the
Harbour.

Rents very moderate.

Apply to—

H. RUTTONJEE,

No. 5, D'Almeida Street,

37 and 38, Elgin Road, Kowloon.

Hongkong, 5th June, 1905. [627]

For Sale.

FOR SALE.

INCANDESCENT
GASOLINE
LAMPS

OF ALL DESCRIPTIONS,
from the best makers.

INCANDESCENT
MANTLES,

CHIMNEYS,

GLOBES,

SHADES, &c.,

for

GASOLINE AND GAS

LAMPS

at the most moderate

prices.

Lamps fixed up for

Buyers, free of charge.

Naphtha of the best

kind kept in stock.

TAI KWONG CO.,

56, Lyndhurst Terrace.

Hongkong, 2nd May, 1904. [54]

SHARE QUOTATIONS.

Supplied by Messrs. BENJAMIN, KELLY & POTTS. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT. RESERVE.	AT WORKING ACCOUNT.	LAST DIVIDEND.	APPROXIMATE RETURN AT PRESENT QUOTATION.	CLOSING QUOTATIONS.
BANKS.								
Hongkong & Shanghai Banking Corporation	80,000	\$125	\$125	{ \$1,000,000 \$8,500,000 \$250,000	\$1,702,728	{ £1 15/- @ exchange 1/10 = \$18.66.67 for first half-year 1905	5 %	{ \$900 buyers London 290 1/2 \$38 buyers
National Bank of China, Limited	99,925	£7	£5	\$200,000	\$41,768	\$2 (London 3/6) for 1903	...	...
MARINE INSURANCES.								
Canton Insurance Office, Limited	10,000	\$250	\$50	{ \$1,400,000 81,739	\$150,494	\$17 for 1903	5 %	\$335 buyers
China Traders' Insurance Company, Limited	24,000	\$83.33	\$25	{ \$950,000 \$151,922 \$352,366 \$371,445	Nil.	\$41 for year ended 30.4.1904	5 1/2 %	\$80 sellers
North China Insurance Company, Limited	10,000	£15	£5	Tls. 800,000	Tls. 217,119	Interim of 7/6 1904	8 %	Tls. 82
Union Insurance Society of Canton, Limited	10,000	\$250	\$100	{ \$1,850,000 £20,000 \$377,749 \$803 1/11 \$846,773	\$2,078,097	\$35 for 1903	4 1/2 %	\$775 buyers
Yangtze Insurance Association, Limited	8,000	\$100	\$60	{ \$750,000 \$5,800	\$486,284	\$12 and \$3 special dividend for 1903	8 1/2 %	\$172 1/2
FIRE INSURANCES.								
China Fire Insurance Company, Limited	20,000	\$100	\$20	{ \$1,000,000 \$218,933 \$2,241	\$329,047	\$6 dividend & \$1 bonus for 1903	8 1/2 %	\$87 1/2 buyers
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	{ \$1,200,000 \$1,200,505	\$360,372	\$34 for 1903	10 1/2 %	\$336 sales
SHIPPING.								
China and Manila Steamship Company, Limited	30,000	\$25	\$25	{ \$5,000 \$185,000	\$8,832	\$1 for 1904	5 %	\$20 sellers
Douglas Steamship Company, Limited	20,000	\$50	\$50	{ \$85,419 \$250,000 \$250,000 \$250,000	Nil.	\$2 for year ended 30.6.1904	5 1/2 %	\$35 buyers
Hongkong, Canton & Macao Steamboat Co., Ltd. ...	80,000	\$15	\$15	{ \$600,000 \$145,376 £120,000	\$8,074	\$1 for first half-year 1905	7 1/2 %	\$26 1/2 buyers
Indo-China Steam Navigation Company, Limited ...	60,000	£10	£10	{ £241,150 £1,999	£4,435	12/- @ 1/10 = \$6.29.51 for 1904	6 1/2 %	\$93 sellers
Shanghai Tug and Lighter Company, Limited	200,000	Tls. 50	Tls. 50	Tls. 25,000	Tls. 43,762	Interim of Tls. 2 for 1905	7 1/2 %	Tls. 58 sales
Do. (Preference)	100,000	£1	£1	{ £400,000 £41,116	£58,852	Interim of Tls. 1 1/2 for 1905	7 1/2 %	Tls. 48 1/2 sales
"Shell" Transport and Trading Company, Limited	100,000	£1	£1	{ £41,116 £55,000	£529	Interim of 1/- (Coupon No. 5) for 1904	4 1/2 %	Tls. 21/- buyers
"Star" Ferry Company, Limited	10,000	\$10	\$10	{ \$65,000 \$24,217 \$5	\$929	{ \$1.80 \$0.90 for year ending 30.4.1905	5 1/2 %	\$33 sellers
Straits Steamship Company, Limited	5,000	\$100	\$100	{ \$400,000 \$21,075 \$130,153	\$21,231	\$10 for 1904	6 1/2 %	\$142 1/2
Taku Tug and Lighter Company, Limited	30,000	Tls. 50	Tls. 50	{ Tls. 98,000 Tls. 195,479 Tls. 28,000 Tls. 81,200	Tls. 4,333	Interim of Tls. 2 for 1905	13 1/2 %	Tls. 29 sales
REFINERIES.								
China Sugar Refining Company, Limited	20,000	\$100	\$100	{ \$450,000 \$150,000	\$42,812	Interim of \$10 for 1905	10 1/2 %	\$230 buyers
Luzon Sugar Refining Company, Limited	7,000	\$100	\$100	{ none	Dr. \$85,087	\$3 for 1897	...	\$17 sellers
Perak Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	{ Tls. 100,000	Tls. 1,635	Tls. 2 1/2 for year ending 30.9.04	3 1/2 %	Tls. 68 sales
MINING.								
Chinese Engineering and Mining Company, Ltd.	1,000,000	£1	£1	{ £40,000 £12,285	£7,820	Interim of 1/- (No. 4)	...	Tls. 8 buyers
Oriental Consolidated Mining Company, Limited ...	500,000	G. \$10	G. \$10	{ none	G \$672,093	Interim of 50 cents (gold) for 1905 (No. 5)	...	G. \$17 1/2
Paub Australian Gold Mining Company, Limited ...	50,000	£1	£1	{ £4,873	Dr. £8,745	No. 12 of 1/- = 48 cents	...	\$3 1/2 buyers
DOCKS, WHARVES & GODOWNS.								
Farnham (S. C.) Boyd & Co., Limited	55,200	Tls. 100	Tls. 100	Tls. 1,000,000	Tls. 34,924	Final of Tls. 8 making Tls. 13 for 1904/5	9 1/2 %	Tls. 140 buyers
Fenwick (Geo.) & Co., Limited	6,000	\$25	\$25	\$70,000	\$8,577	\$3.75 for 1904 on old capital	7 1/2 %	\$27 buyers
Hongkong & Kowloon Wharf and Godown Co., Ltd. ...	40,000	\$50	\$50	{ \$250,000 \$58,473 \$10,000 \$300,000	\$29,422	Interim of \$2 1/2 for 1905	5 %	\$102
Hongkong and Whampoa Dock Company, Ltd.	10,000	\$50	\$50	{ \$41,500	\$501,332	\$6 for first half-year 1904	6 1/2 %	\$194 sellers
New Amoy Dock Company, Limited	6,000	\$6 1/2	\$6 1/2	{ \$55,500	\$489	\$1 1/2 for 1905	7 %	\$17 sellers
Shanghai and Hongkong Wharf Company	33,000	Tls. 100	Tls. 100	{ Tls. 487,210	Tls. 10,711	Interim of Tls. 6 for 1905	6 1/2 %	Tls. 126 sellers
Tanjong Pagar Dock Company, Limited	37,000	\$100	\$100	{ \$2,100,000	\$206,645	\$20 for 2nd half year making \$26 for 1904	6 1/2 %	\$400 buyers
Yangtze Wharf and Godown Company, Limited	2,500	Tls. 100	Tls. 100	{ Tls. 17,500	Tls. 2,763	Tls. 18 for 1904	9 1/2 %	Tls. 192 1/2 buyers
LANDS, HOTELS & BUILDING.								
Astor House Hotel Company, Limited (Shanghai) ...	30,000	\$25	\$25	{ \$14,516	\$9,028	\$2 1/2 for year ended 30.6.1905	9 1/2 %	\$28 sales
Astor House Hotel, Limited (Tientsin)	2,000	Tls. 50	Tls. 50	{ Tls. 8,000	Tls. 806	Final of Tls. 5 making Tls. 9	6 1/2 %	Tls. 155 sellers
Central Stores, Limited	6,000	\$15	\$15	{ \$12,000	\$1,502	Final of 60 cents making \$1.80 for 1904	10 1/2 %	\$18 sales
Do. (Founders)	123	\$15	\$12	{ \$20,000	...	None	...	\$100
Do. (New Issue)	24,000	\$15	\$7 1/2	{ 168,975 \$31,687	\$10,126	55 for first half-year 1905	7 %	\$146 buyers
Hongkong Hotel Company, Limited	12,000	\$50	\$50	{ \$250,000	\$37,875	Interim of \$3 1/2 for 1905	5 1/2 %	\$126
Hongkong Land Investment and Agency Co., Ltd. ...	50,000	\$100	\$100	{ \$250,000	\$7,202	Tls. 2 1/2 for the year ending 31.3.1905	13 1/2 %	Tls. 191 buyers
Hotel des Colonies Company, Limited (Shanghai) ...	9,000	Tls. 25	Tls. 25	{ Tls. 20,986	First year	Interim of \$4	...	\$105
Hotel Metropole Company, Limited	2,000	\$100	\$100	{ \$200,000	\$11,958	90 cents for 1904	7 1/2 %	\$121 buyers
Humphreys Estate & Finance Company, Limited ...	150,000	\$10	\$10	{ \$50,000	\$377	\$3 for 1904	7 1/2 %	\$40
Kowloon Land and Building Company, Limited	6,000	\$50	\$30	{ none	...	...	...	...
Shanghai Land Investment Company, Limited	52,000	Tls. 50	Tls. 50	{ Tls. 82,813 Tls. 170,000	Tls. 40,666	Interim of Tls. 3 for 1905	6 1/2 %	Tls. 122 sellers
Tientsin Hotel des Colonies, Limited	1,400	Tls. 50	Tls. 50	{ Tls. 67,300	Tls. 670	Interim of Tls. 3 for 1905	12 %	Tls. 45 sellers
Tientsin Land Investment Company, Limited	7,726	Tls. 100	Tls. 100	{ Tls. 67,300	Tls. 725	Interim of Tls. 3 for 1905	6 %	Tls. 117 1/2 buyers
Wei-hai-wei Land and Building Company, Limited ..	3,764	Tls. 25	Tls. 25	{ none	Tls. 5,150	None	...	Tls. 12
West Point Building Company, Limited	12,500	\$50	\$50	{ none	\$1,247	Interim of \$1 1/2 for 1905	6 1/2 %	\$55
COTTON MILLS.								
Kwo Cotton Spinning and Weaving Company, Ltd. ...	15,000	Tls. 50	Tls. 50	{ none	Tls. 12,844	Tls. 4 for year ended 31.10.1903	8 %	Tls. 52 1/2 sales
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	125,000	\$10	\$10	{ \$30,000	\$23,264	\$1 for the year ending 31.7.05	6 1/2 %	\$14 1/2 sellers
International Cotton Manufacturing Company, Ltd. ...	10,000	Tls. 75	Tls. 75	{ Tls. 31,619	Tls. 13,639	Interim of 3 1/2 a/c 1898	...	Tls. 45 sales
Laou-kung-mow Cotton Spinning & Weaving Co., Ltd.	10,000	Tls. 100	Tls. 100	{ none	Tls. 10,000	Interim of 4 1/2 a/c 1898	...	Tls. 50 sales
Soy Chee Cotton Spinning Company, Limited	2,000	Tls. 500	Tls. 500	{ Tls. 5,058	Tls. 22,050	4 1/2 for 1897	...	Tls. 250 buyers
MISCELLANEOUS.								
Anglo-German Brewing Company, Limited	4,000	\$100	\$100	{ none	...	First year	...	\$115 sellers
Ellis's Asbestos Eastern Agency, Limited	8,604	12/6	12/6	{ £314	£770	1/3 per share for 1904	9 1/2 %	\$7 buyers
Campbell, Moore & Co., Limited	1,200	\$10	\$10	{ \$8,000	\$1,182	\$3 for 1904	8 1/2 %	\$56
China-Borneo Company, Limited	60,000	\$12	\$12	{ none	Nil.	\$1 for 1904	8 1/2 %	\$14
China Flour Mill Co., Limited	4,000	Tls. 50	Tls. 50	{ Tls. 30,000	Tls. 718	Interim of Tls. 5 for 1905	8 1/2 %	Tls. 77 1/2 sellers
China Light and Power Company, Limited	50,000	\$10	\$10	{ none	\$5,739	None	...	\$10
China Provident Loan & Mortgage Company, Ltd. ...	100,000	\$10	\$10	{ \$8,000	\$1,581	80 cents for 1904	9 %	\$17 buyers
Dairy Farm Company, Limited	25,000	\$7 1/2	\$6	{ \$400,000	\$95,054	\$2 for year ending 31.7.1903	7 %	\$28 1/2
Green Island Cement Company, Limited	150,000	\$10	\$10	{ \$200,000	\$7,551	\$2 for 1904	9 1/2 %	\$27 sales
Hall & Holt, Limited	22,000	\$20	\$20	{ \$286,000	...	Final of \$1 1/2 making \$2 1/2	9 1/2 %	\$27 sales
Hongkong & China Gas Company, Limited	7,000	£10	£10	{ £25,394 £3,000	£8,188	£1 div. and 2/- bonus for 1904	7 %	\$75 buyers
Hongkong Electric Company, Limited	30,000	\$10	\$5	{ none	\$2,151	\$100 for year ending 30.4.1905	6 1/2 %	\$15 buyers
Hongkong High-Level Tramways Company, Ltd. ...	1,250	\$100	\$100	{ \$50,000	\$2,796	\$50 cents for year ending 30.11.1904	7 1/2 %	\$91 sellers
Hongkong Ice Company, Limited	5,000	\$25	\$25	{ \$60,000	\$5,356	\$15 for year ending 30.11.1904	7 1/2 %	\$215 buyers
Hongkong Rope Manufacturing Company, Ltd. ...	10,000	\$50	\$50	{ \$60,000	\$11,137	Interim of \$4 for 1905	7 1/2 %	\$237 1/2
Hongkong Steam Waterboat Company, Limited	15,000	\$10	\$10	{ \$45,000	\$29	\$10 for 1904	7 1/2 %	\$72 buyers
Lane, Crawford & Co., Limited (Shanghai) ...	2,500	\$100	\$100	{ none	\$2,582	Interim of 50 cents 30.9.04	13 1/2 %	\$14
Maatschappij tot Mijn- en Landbouw- exploitatie in Langkat, Limited	25,000	Gt. 100	Gt. 100	{ Tls. 928,210 Tls. 19,465	Tls. 35,849	Final of \$9 making \$14 for 1904 (3rd quarterly of Tls. 21, paid 15.005 mak- ing so far Tls. 15 for 1905)	9 1/2 %	Tls. 200 sales
Mendon (E. L.) Limited	7,000	Tls. 50	Tls. 50	{ none	Dr. Tls. 117,638	Tls. 5 for 1902	...	Tls. 25
Philippine Company, Limited	67,500	\$10	\$10	{ None	Dr. \$5,537	First year	...	\$9
Shanghai & Hongkong Dyeing and Cleaning Co., Ltd.	1,200	\$50	\$50	{ Tls. 145,000	Tls. 8,011	None	...	...
Shanghai Gas Company, Limited	16,000	Tls. 50	Tls. 50	{ Tls. 108,172	...	Interim of Tls. 3 1/2 for 1905	7 1/2 %	Tls. 133 sales
Shanghai Horie Bazaar Company, Limited	5,400	Tls. 50	Tls. 50	{ Tls. 45,000	Tls. 9,751	Tls. 6 for 1904	7 1/2 %	Tls. 80 sellers
Shanghai Pulp and Paper Company, Limited	4,500	Tls. 100	Tls. 100	{ Tls. 25,000	Tls. 6,958	Interim of Tls. 6 for 1905	8 1/2 %	Tls. 155 sellers
Shanghai-Sumatra Tobacco Company, Limited	30,000	Tls. 20	Tls. 20	{ Tls. 24,870 Tls. 25,000	Tls. 1,297	Final of Tls. 6 making Tls. 9	7 1/2 %	Tls. 68 sales
Shanghai Waterworks Company, Limited	7,200	£20	£20	{ Tls. 170,000	Tls. 17,220	Interim of 15/- for 1905	4 1/2 %	Tls. 440 sales
South China Morning Post, Limited	6,000	\$25	\$25	{ none	Dr. \$3,668	None	...	\$80
Steam Laundry Company, Limited	15,000	\$5	\$5	{ none	\$3,644	60 cents for year ended 31.5.04	7 1/2 %	\$150
Straits Ice Company, Limited	2,000	\$100	\$100	{ \$25,000	\$700	\$5 for 1905	...	...
Tientsin Waterworks Company, Limited	2,000	Tls. 100	Tls. 100	{ Tls. 15,295 Tls. 4,000	Tls. 1,012	Final of Tls. 4 1/2 making Tls. 8 1/2 for 1904/5	7 1/2 %	Tls. 125 sellers
United Asbestor Oriental Agency, Limited	9,000	\$10	\$10	{ \$22,000	\$551	80 cents for year ended 31.5.1905	9 1/2 %	\$9 buyers
Do. (Founders)	1,100	\$10	\$10	{ \$300,000 \$35,000	\$6,006	\$19.80 for year ended 31.5.1905	11 1/2 %	\$190
Watson, (A. S.) & Co., Limited	90,000	\$10	\$10	{ \$300,000 \$35,000	\$6,006	Final of 50 cents making \$1 for 1904	7 1/2 %	\$141 buyers
William Powell, Limited	12,000	\$10	\$10	{ \$3,000	\$588	Interim of 50 cents for year 1904/1905	10 1/2 %	\$171 buyers